

Engineering Services Contract (ESC) Industry Day
Questions and Answers

Question 1: Are there bargaining unit contracts involved in any of the areas expected to be transitioned to ESC?

Answer 1: No.

Question 2: Is craft labor under unions?

Answer 2: Craft labor is an ID/IQ requirement that is not currently being provided under any existing KSC contracts. Also, see answer to question #1, above.

Question 3: How does the contract interface with the KLXS contract? Is there any support involvement?

Answer 3: Products and services provided under the KLXS contract are in direct support of the Constellation Program Level III Ground Ops Project at KSC while the ESC provides engineering services and products for a broader customer base at KSC which includes the Constellation Ground Ops Project at Level IV and below. The primary area of interface is under PWS 4.0, Engineering Development.

Question 4: How will ESC mesh with ELVIS? Is all the LSP support at KSC? What about VAFB support?

Answer 4: At this time, the ESC will include the capability to issue ID/IQ task orders to perform work currently under the ELVIS contract. If that capability is used, it would not begin until FY2012. A decision on whether to actually perform the work through ESC or through a follow-on to the ELVIS contract will be made by KSC management no later than mid-FY2010. At that time, KSC management will determine the ELV launch locations, if any, ESC will support.

Question 5: Will the contract support other launch vehicles?

Answer 5: The ESC includes support available as a KSC Institutional capability via ID/IQ task orders. The scope of the contract is not specific to any program or any single launch vehicle. The primary customer is the Constellation Space Transportation Program (CSTP).

Question 6: Would a contractor work control system need to be integrated with the Government-provided (NE-L) WCS?

Answer 6: If a contractor work control system is implemented in lieu of the Government-provided WCS, it should be capable of migrating and retaining all legacy data accurately while providing ready access to the Government.

Question 7: Will spaceflight engineering support extend beyond KSC areas or to all flight phases? Flight programs? Commercial?

Answer 7: The ESC includes flight sustaining engineering and flight analysis support available as a KSC Institutional capability via ID/IQ task orders. The scope of the contract in these areas is not specific to any program or any

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single launch vehicle. The primary customer is planned to be the Constellation Space Transportation Program (CSTP). NASA KSC will lead this area for the CSTP customer with ESC's support. This support is in the post-DDT&E phase of the program life cycle and will include engineering insight into component vendor production, subsystem vendor production, vehicle/spacecraft production, ground operations, launch operations, mission operations and recovery operations. For clarity, this engineering insight involvement does not mean responsibility for performance of these areas. OEM's will be responsible for production, Johnson Space Center (JSC) and their contractors will be responsible for mission operations, and EGLS will be responsible for the other operations. For future flexibility, it will be within scope for ESC to support other customers as a KSC Institutional capability. Any potential commercial support would be defined as Work For Others (WFO) and subject to NASA KSC approval.

Question 8: Is there OCI between ESC and KLXS?

Answer 8: OCI issues could be present between the ESC and KLXS. Proposers are responsible for identifying any potential issues in their OCI plan, and the government will consider all issues and associated mitigation in the evaluation process. The ESC and the KLXS do have areas of interface, see Question 3, above.

Question 9: Is there OCI between MSFC ESTS and JSC ESC?

Answer 9: The Government read this question as asking whether or not the KSC ESC would generate OCI issues with the Marshall Space Flight Center ESTS contract and the Johnson Space Center ESC. While OCI with these two contracts has not been specifically identified at this time, proposers on the KSC ESC should remain cognizant of all potential OCI issues and be prepared to include them in a mitigation plan for evaluation.

Question 10: Please define "1st tier subcontracts"?

Answer 10: A "1st tier subcontract" is an entity that has a contract directly with the prime contractor to perform a portion of work under an existing contract. A 1st tier subcontractor has privity with the prime contractor, not the government.

Question 11: Will you be identifying the OEM's that will be prevented from competing?

Answer 11: The Government will not specifically identify OEM's that are precluded from competing on the ESC as a result of an organizational conflict of interest (OCI). Individual questions or concerns related to this issue should be forwarded to the ESC Contracting Officer for guidance.

Question 12: Would you consider allowing for an OCI Mitigation Plan that would firewall off personnel in a geographically separated and

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organizationally separated sector performing as an OEM 1st tier subcontractor of prime?

Answer 12: The Government will carefully consider and evaluate all OCI mitigation plans submitted as part of any proposal for the ESC. Proposers should remain aware, however, that it is very difficult to devise a firewall that addresses the financial interest issue that is part of OCI.

Question 13: What, if any, OCI constraints are there between ESC and the future STPO Program Systems Engineering and Integration (SE&I) and Program Planning and Control (PP&C) contracts shown in the Industry Day briefing?

Answer 13: While no OCI constraints have currently been identified between the ESC and the above referenced future acquisition activities, proposers should be aware that OCI issues are likely to exist because of the role the ESC will play in providing management support to KSC for other KSC contracts. Those issues will be addressed as they arise.

Question 14: Has the government determined whether or not the OCI approach shown in charts 58 and 59 of the Industry Day Briefing is final? Have any changes been made to that approach?

Answer 14: The charts numbered 58 and 59 in the Industry Day Briefing are a working representation of the government's final position on OCI between EGLS and the ESC. Accordingly, the appropriate clauses reflecting this position will be put into both the ESC RFP and the EGLS RFP.